to another. This will constitute the longest ride obtainable anywhere on earth for a nickel.

No Return on City's Investment "Aithough the city has more than \$300,000,000 already invested in rapid transit lines, the city has not received a single dollar out of its investment except interest and amortization on about one-fifth of this amount. This return to the city is made by the operating companies under the terms of contracts 1 and 2. The bulk of the city's expenditures for rapid transit was made under contracts. These improvident contracts and the lower end of the Bronx.

New Main Subway Contracts been every signed in March, 1913, and were fathered by George McAneny, who at that time was chairman of the transit committee of the Board of Estimate and who is now chairman of the State Transit Commission by appointment of Governor Miller.

"Under the terms of these contracts to subway contracts and march 1,1921, to April 1, 1921, to Ap

"The Interborough Rapid Transit Company has taken exorbitant profits out of the people in subway operation on a five-cent fare. Though the company is capitalized at \$35,000,000, not more than one-half this sum was actually contributed, the bulk of the balance heige obtained from profits on ance being obtained from profits on construction work under contract num-ber 1. The same men who controlled the Interborough Rapid Transit Com-

New Main Subway Routes

These improvident contracts were signed in March, 1913, and were fathered by George McAneny, who at that time was chairman of the transit committee of the Board of Estimate and who is now chairman of the State Transit Commission by appointment of Governor Miller.

"Under the terms of these contracts (numbers 3 and 4) the city has not received one dollar's return on a total outlay of about \$250,000,000, and the city is obligated to pay interest each year on this vast sum out of taxatic.

Five-Cent Fare Profitable

"The Interborough Rapid Transit Company has taken exorbitant profits out of the people in subway operation of the signal and the city's borrowing capacity a single dollar. The borrowing margin to-day is about \$150,000,000, in spite of the fact that the city has exempted from the subway, which will be extended from Seventh Avenue and Fifty-ninth Street and Amsterdam Amsterdam and Tenth avenue, with extensions to Yonkers and Fort George;

"A new subway trunk line from the dollar. The borrowing margin to-day is about \$150,000,000, in spite of the fact that the city has exempted from the subway, which will be extended from Seventh Avenue and Fifty-ninth Street and Amsterdam Amsterdam Amsterdam and Tenth avenue and Fifty-ninth Street and Amsterdam Amsterdam Amsterdam Amsterdam Amsterdam Amsterdam and Tenth avenue and Fifty-ninth Street and Amsterdam Amster

"A new subway crosatown trunk line from Long Island City connecting with the city's rapid transit lines there, through Greenpoint, Williamsburg and Brooklyn, to Manhattan and Coney "The earliest date for the 'recapture'

their benefit and protection, while the city administration aims solely to extend, improve and organize the transit systems of the city for the benefit future transportation needs.

Financing the City Plan

Island;
"A new subway trunk line through Lafayette Avenue, Brooklyn, to Manhattan; and an extension to existing line to Jamaica;

of any substantial part of the city's subways operated by the Interborough Rapid Transit Company is 1925, when ten years will have expired since the operation of the Steinway Tunnel from Forty second St.

The completed is all submoders of the control of th

# The word and Operated Underground Railway Shot 8 Hours City Owned and Operated Underground Railway Nayor Hyan's plan for city comed Street south through. Lenington Avenue, this and the Bronx includes a four-tack line down First Avenue from the Harlen River, with a two-track and the Bronx includes a four-tack line down First Avenue from the Harlen River, with a two-track and the Bronx includes a four-tack line down First Avenue from the Harlen River, with a two-track and the Bronx includes a four-tack line down First Avenue from the Harlen River, with a two-track and the Bronx includes a four-tack subway from Nostrand Avenue were and Construct two-track subway from River Construct two-track extension through East Broadway to the River River and Central Fark West to Several Street and Server and Central Fark West to Several Street, west on Street, west on Severy of Street, and Central Fark West to Severy of Street, west on Severy of Street and Severy of Street and Severy of Street and Severy of Street and Severy of

Two tracks on Amsterdam Avenue from 162d Street to 190th Street.

Two tracks from Dyckman Street and Broadway north on Seaman Avenue, under Hariem River, through Riverdale Avenue to city line at Yonkers.

(To serve the hill section west of Broadway construct enclosed escalators on station streets from Broadway to Fort Washington Avenue.)

Fort Washington Avenue.) Transfer Point Planned

2. Construct four-track subway from Other two tracks continuing south on Hudson and Washington streets to a loop at the Battery and tunnel to Atlantic Avenue, Brooklyn, connecting with Red Hook line at Hicks Street. (Concourse at Chambers Street to connect with present West Side subway station.) station.) Construct at Seventy-second Street.

Construct at Seventy-second Street, Broadway and Amsterdam Avenue an underground concourse to enable transfer of passengers from the pres-ent West Side subway to new Amster-

ent West Side subway
dam Avenue line.
3. Construct 'two-track NassauBroad Street subway from City Hall to
City Slip, connecting with tunnel to Old Slip, connecting with tunnel to Montague Street, Brooklyn, as con-cluding part of Center Street loop, as provided in dual contracts.

4. Construct four-track subway from Harlem River south on First Avenue to Tenth Street: Two tracks west on Tenth Street: Two tracks west on Tenth Street to Second Avenue through Stuyvesant Street to Third Avenue, to Bowery; south on Bowery and Park Row to connect with new Dover Street tunnel to Lafavette Avenue line, Brooktunnel to Larayette Avenue Ine, Brook-lyn. Two tracks east on Tenth Street to Avenue C, through Avenue C, Pitt Street and East Broadway to Park Row, to a loop east of Municipal Building.

Lexington Avenue Plan

Extension: Four tracks north on Extension: Four tracks north on First Avenue under Harlem River, through Alexander Avenue to Third Avenue, to 161st Street, at which point three tracks on Third Avenue to Boston Road at 163d, on Boston road to 174th Street, on Southern Boulevard to Pelham Parkway. Three tracks from 161st Street and Third Avenue to Webster Avenue on Webster Avenue to First Avenue under Harlem River, through Alexander Avenue to Third Avenue, to 161st Street, at which point three tracks on Third Avenue to Boston Road at 163d, on Boston road to 174th Street, on Southern Boulevard to Pelham Parkway. Three tracks from 161st Street and Third Avenue to Webster Avenue to Fordham Road, connecting with recapturable "L" on Webster Avenue to Fordham Road, connecting with recapturable "L" on Webster Avenue, running to a connection with White Plains Road line at Gun Hill Road.

5. Construct three tracks from Broadway and Lafayette Avenue to a connection with "recapturable" "L" east of Crescent Street, which runs to 168th Street in Jamaica.

12. Construct three-track subway to Flatlands Avenue from Eastern Parkway subway to Flatlands Avenue (Spur tracks from Eastern Parkway already laid).

Extension—Three tracks from Broadway to Jamaica Avenue to a connection with "recapturable" "L" east of Crescent Street, which runs to 168th Street and Third Avenue, Bronx, and 125th Street, who Potter Avenue, or Patkway subway to Flatlands Avenue (Flatlands Avenue) and Into Subway on 125th Street to Fort Lee form, Manhattan.

(This bridge Route

Tri-Borough Bridge Route

25. Construct bridge from St. Ann's Avenue, Extension—Three tracks from Eastern at Construct to Potter Avenue, Astoria: Astoria trains to operate over bridge into subway on St. Ann's Avenue, Street, which runs to Potter Avenue, Astoria: Astoria trains to operate over bridge into subway on St. Ann's Avenue, Bronx, and 125th Street in Parkway already laid.

12. Construct three-track subway on St. Ann's Avenue, Extension Parkway already laid.

Extension—Three tracks from Broad-way and Lafayette Avenue to web.

16sth Street in Jamaica.

12. Construct three-track subway on St. Ann's Avenue, Bronx, and 125th Street to Potter Avenue, or Parkway already laid.

16st Street and Third Avenue and into subway on 125th Street to Fort Lee for Parkway already laid.

Extension—Three tracks from Broad-way already laid.

25. Construct bried from St. Ann's

Gortlandt station of Fucham Division (quarter mile).

Brooklyn

10. Construct two-track subway from the Memory of the Queensboro line to Jackson Avenue, Borden Avenue, Front Street, under Newtown Creek, through private property to Manhattan Avenue to Roebling Street, to Taylor Street, to Bodford Avenue, Front Street, to Bodford Avenue to Fucham Creek, through private property to Manhattan Avenue to Roebling Street, to Taylor Street, to Bodford Avenue to Fucham Creek, through through Manhattan Avenue to Roebling Street, to Taylor Street, to Harden Connect with transfer connection at Franklin Avenue and Entry avenue and Entry avenue, through Street, through Street to Street, and Street, through Street, through Street, through Street to Tillary Street, in the Street and Street, through Street to Street, and Street, through Street to Street, and Street, through Street through Stre Broadway. (Two of these four tracks from Bedford and Lafayette avenues to Myrtle Avenue and Washington Street are included in No. 10). Two tracks from Myrtle Avenue and Washington Street to Tillary Street; under Broadlyn Bridge property to Fulton Street, tunnel to Dover Street, Manhattan; under Brooklyn Bridge property to Park Row connecting with First Avenue (Manhattan) subway, (Transfer connection at Washington and Concord streets to Hicks Street and Myrtle Avenue of Concord streets to Hicks Street and Myrtle Avenue and Borough Hall stations of "recaptured" subways; and at Myrtle Avenue and Flatbush Avenue extension to Myrtle Avenue station of "recaptured" subway.

Extension: Two tracks to College Point causeway; Thirtough Farrington Street, Myrtle Avenue and Street, Flushing, through Farrington Street, Myrtle Avenue and Street to East River, tunnel to College Point causeway; Thirteenth Street to East River, tunnel to Clason's Point Road and subway to Tracks from Broad and subw

through 125th Street from Hudson River (Fort Lee Ferry) to connect with new bridge from Bronx and Harlem to Astoria. (This line permits interchange of passengers from all city owned and operated north and south subway lines, as well as operation via New Tri-Borough Bridge to Queens and Brooklyn.)

7. Extend Queensboro subway from Forty-first Street and Eighth Avenua to Tenth Avenue.

8. Extend Fourteenth Street line from Sixth to Tenth Avenues to connect with Tenth Avenue and Avenue line.

9. Extend West Side subway from Broadway and 242d Street to Van Corlandt station of Putnam Division (quarter mile).

Brooklyn

10. Construct two-track subway from 18 Evenue Teacher and Tenth Avenue to Manhattan instead of present operation).

12. Evenue Tenth Avenue to Connect with Hicks Street line (the recaptured Culver Line to operate through this line to Manhattan instead of present operation).

with Hicks Street line (the recaptured Culver Line to operate through this ine to Manhattan instead of present operation).

18. Extend Fourth Avenue subway

18. Extend Fourth Avenue subway

# Good Company

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130 EAST 57th ST.

Ryan told the attendants at Bellan Ryan told the attendants at Bellen that this was only an incident in chain of police persecutions. Heatign that he had been arrested four time previously, each time without case and was freed after each arrest. Ryan's condition was said at Bellen Hospital to be serious. The ball wounds from which Malloy and Declare suffering are slight.

Standard Oil Depots Burned LONDON, Aug. 27.-A dispatch ; The Exchange Telegraph" from Ather says that fire on Saturday at Salonie

Macedonia, destroyed the Standard Oil Company's depots, and also tobaco factories and British, German and other



### HARRIMAN NATIONAL BANK Fifth Avenue and 44th Street NEW YORK

### The Vicious Circle

"A woman bought eleven yards of cloth and paid for it in butter, giving three pounds of butter for a yard. There was a stone weighing five pounds in the centre of the crock, and the dealer cheated her a yard and a half in measuring the cloth. Who was ahead in the trade, and how much?"

There is a big conference going on in Congress today. There are all the appearances of bartering, but that cannot be-we only imagine it. Certain sections of the country are merely trying to reconcile themselves with other sections through trading the duty on what they themselves produce against the duty upon whatever the other sections produce, with the one and only particular aim of putting a sufficiently protective duty upon their own. It is a contest of wits and the survival of the fittest. A bill will ultimately be framed and reported that will have to stand the test with those who may be inclined to purchase our products. Its success or failure will be determined by the export reports. That alone will tell the story.

How much better it would all be to have a permanent non-partisan Tariff Commission with power to alter and adjust at all seasons to suit the exigences of the times and conditions we pass through-out of politics and into reason. But when that time arrives -the Millennium-what will then distinguish the difforence between a Democrat and a Republican? General Winfield Scott Hancock running for President years ago remarked that the tariff was a local issue and was accordingly ridiculed-but was he not right?

SANKING HOURS FROM & O'CLOCK A. ... TO S O'CLOCK P. M. AFE DEPOSIT VAULTS OPEN FROM S A. M. TO MIDNIGHT

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N one plant there are 7000 employees. 1 Every morning and afternoon a free glass of milk is served to every employee. The workmen are given fifteen minutes to get the milk and drink it. In addition to the time, it costs the company 121/2 cents for every individual

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